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REPORT

OF

THE DIRECTORS

OF THE

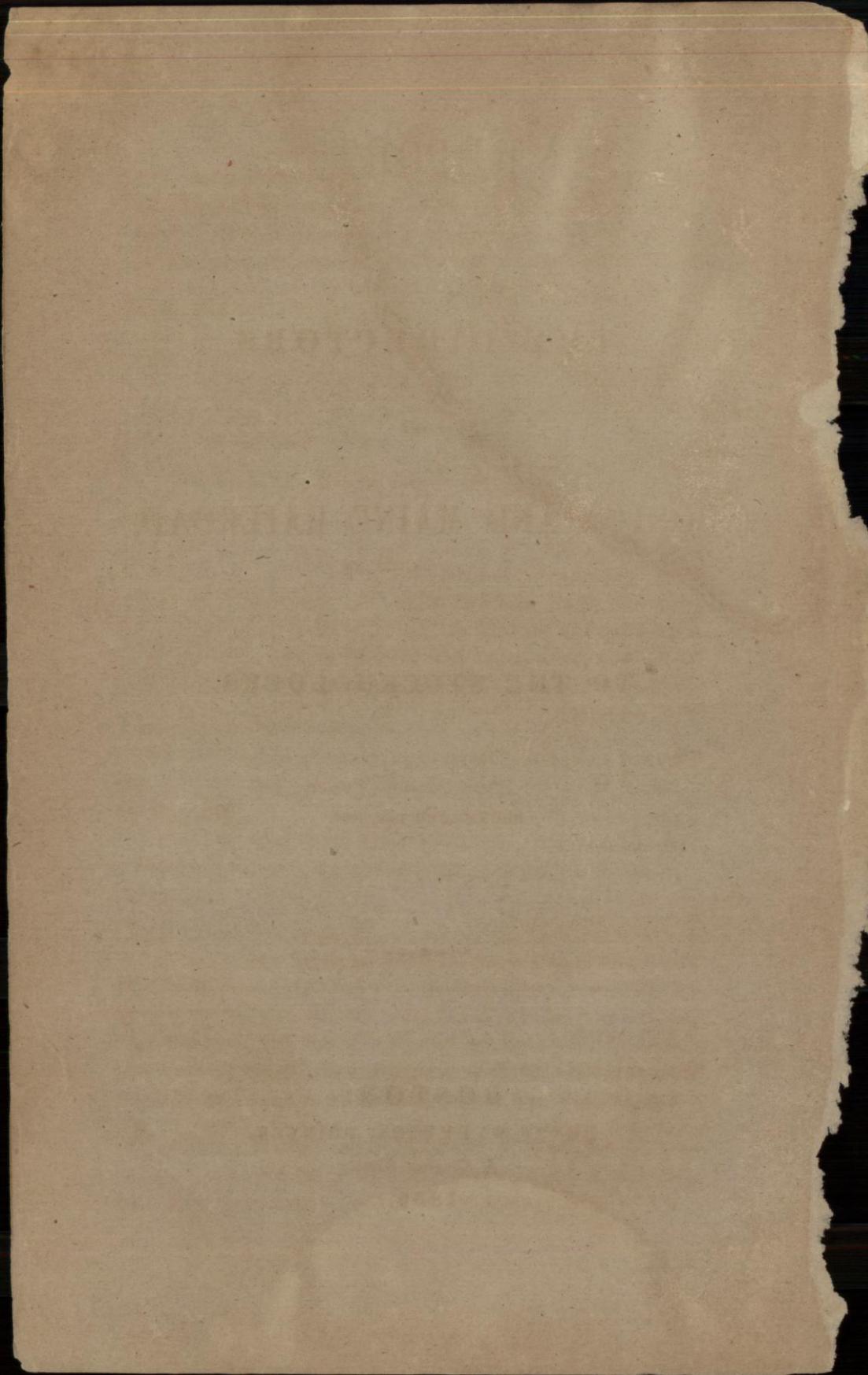
BOSTON AND MAINE RAILROAD,

TO THE STOCKHOLDERS.

SEPTEMBER 10th, 1856.



*MR
STACK*
STRAWBOARDS
652.0973 BOSTON:
B657r HENRY W. DUTTON, PRINTER,
 37 Congress Street.
 1856.



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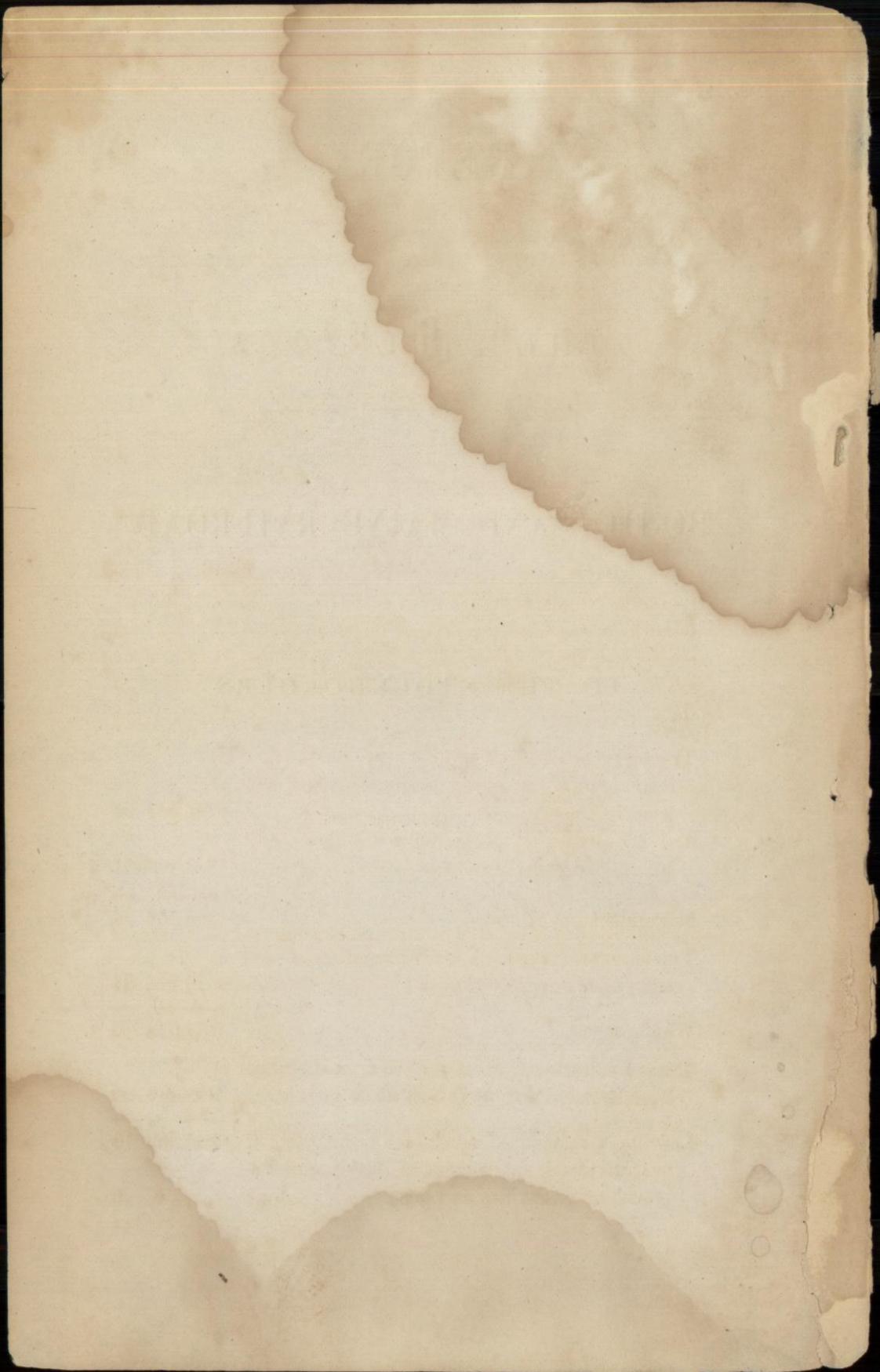
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R E P O R T .

To the Stockholders of the Boston and Maine Railroad:

The Directors submit this their Report of the operations of the Road and the results, for the year ending May 31st, 1856. The appended statements of the Treasurer show these results in detail, and will enable the stockholders to understand what has been the amount of business done by the road for the last year,—what has been its expenses for the same time,—and what has been the results to the stockholders of these operations.

| | | |
|--|-----------|------------------|
| The accounts of the Treasurer, appended to this report, show the gross earnings for the last year, to be, | - - - - - | \$891,041 95 |
| And the expenses, including some new constructions for the same time, to be, | - - - | 540,290 51 |
| Making the net earnings, | - - - - - | <hr/> 350,751 44 |
| The amount charged off for depreciation of cars and engines for the year, is | - - - - - | 16,126 34 |
| Which leaves, | - - - - - | <hr/> 334,625 10 |
| Two dividends of <i>three per cent.</i> each, have been declared and paid, amounting to, | - - - - - | <hr/> 249,342 00 |
| Leaving a balance of earnings for the year, of over dividend, expenses of all kinds, and depreciation of engines and cars. | | \$85,283 10 |

| | | |
|--|-----------|-------------------|
| <i>Amount brought up,</i> | - - - - - | \$85,283 10 |
| The amount of unexpended earnings on the 31st of May, 1855,—as shown by the Treas- urer's Report for that year,—was, | - - - | 237,903 06 |
| Which, added to the above balance, makes, | - | <u>323,186 16</u> |

There have been expended the last year:

| | |
|-------------------------------|------------------|
| 1. For widening Charles River | |
| Bridge, &c., | \$23,209 59 |
| 2. For new rails and rolling, | 28,803 72 |
| 3. For new station buildings, | 11,870 23 |
| Amounting in all to, | <u>63,883 54</u> |

This sum has not been charged
in the accounts of the year's ex-
penses,—but has been charged
against the above surplus of
\$323,186 16.

There has also been charged against
said surplus:

| | | |
|--|-----------|------------------|
| For grading new side track in Great Falls, | - - - - - | 6,715 56 |
| For old claim against the York and Cumberland Railroad,— <i>abandoned</i> , | 1,401 00 | |
| Amounting in all to, | - - - - - | <u>72,000 10</u> |

Leaving a balance of unexpended earnings, of \$251,186 06

Which is the accumulation of earnings over dividends, ex-
penses, repairs, and amount charged off for depreciation, and
improvements of all kinds, from the time the road was *finished*
according to the plan—and with the capital—fixed by the
votes of the stockholders in 1849,—up to May 31st, 1856.

The financial condition of the Road is shown, as nearly as
can be, by the exhibit of its assets and liabilities in Schedule
B., of the Appendix.

| | |
|--|--------------|
| The nominal value of its assets, "available for the payment of debts," is, - - - - - | \$363,072 04 |
| The ascertained liabilities of the Road—including the July dividend, (since paid), but not including the <i>State loan</i> ,—as per Schedule B., amount to, - - - - - | 183,042 54 |
| | <hr/> |
| | 180,029 50 |

We have wood, stock in the shops, and other materials for the use of the road, on hand and paid for, to the amount of, \$104,404 06
 Cars and engines not charged to construction, - - - - - 13,938 15 = 118,342 21

Which gives us a balance of, - - - - - 298,371 71

[NOTE.—This balance was received as follows:

1. From unexpended earnings since 1849, (see Schedule D.,) - \$251,186 06
 2. From unused but appropriated capital, (see Schedule A.), - 47,185 65
-
- 298,371 71]

From the above, deduct the State loan, - - - 150,000 00

And there remains a balance of, - - - - - \$148,371 71 to meet any loss on the assets, or to pay any of the claims set forth in Schedule B.

The *unadjusted liabilities* which are given in Schedule B., are, of course, of uncertain amount; and it is hardly possible to give any definite estimate of what they may finally amount to.

It is equally true that we cannot now say what will be the amount realized from our assets. They are given in sufficient detail to enable all to form some opinion of their value. It is confidently believed, however, that, by a judicious management of the affairs of the road, (unless some unforeseen disaster occur), the liabilities of the Corporation can all be met as they mature, without passing a dividend or borrowing money to pay them with, or for any other purpose; unless it may be

for a short time, to meet in part the first instalment of the State loan, (which becomes due in August, 1857), should it be decided to pay that from the earnings of the road.

The principal of the unadjusted liabilities of the road, are the following:—

“The claim of Eben. Smith,” is for land taken in Boston for the railroad, twelve years ago. The parties agreed to a reference of the question of price; and Mr. Smith entered into covenant to convey the land to the railroad for the sum to be awarded by the referees. The parties were heard, and the amount awarded Mr. Smith was tendered to him by the Company, which he declined accepting;—and he has hitherto refused to give us a deed of the land. Our title, however, is perfect, as we hold under our charter.

“The Bartlett and Minot Claim,” so called, for \$20,000, is not a debt due from the railroad to those parties to that amount, for property which we have actually received from them and used. The “claim” is the other way. The pending suit is “The Road against Bartlett and Minot,”—to compel them to convey to us a lot of land which they covenanted long ago to sell to the road for the sum of \$20,000. They yet keep possession of the land.

“The claim of N. W. Hazen,” is for constructing our railway across his field in Lawrence; for the distance of about 1100 feet. We take about two acres of his land. This part of our road was built in 1847.

“Interest contingent on Passumpsic preferred Stock,”—is named as a claim against the road. This refers to an arrangement between the several railroads from Boston through the Passumpsic River Railroad to the Canada line, by which the parties who do the business of this line, or these lines—for there are two of them for a large part of the distance—are to relinquish enough of their gross earnings on all freight coming from that road, to enable the Passumpsic Company, with the help of its own earnings, to secure the payment of *six per cent. per annum* dividends on guaranteed stock, proposed to be created to an amount not exceeding \$700,000, (they have

made provision for completing the road with creating only \$600,000 of guaranteed stock,) for the purpose of extending that road to the Canada line, where it is to meet a new line of railway from Montreal. When this enterprise is completed, it must be advantageous to the roads which participate in the business. Those roads which do not get the business, pay nothing.

It may be proper to remark here, for the information of those who are not familiar with the early history of this road,—that the “State loan” is not a debt incurred in the management of the road since it was built;—but a part of the original capital, borrowed on the security of the State,—at an interest of five per cent.,—to help pay for the building of the road. No funds have been appropriated by the Stockholders for the payment of this loan. \$100,000 becomes due in August, 1857; and the balance in August, 1859.

It will be recollectcd that, in our last year’s report, we spoke of the pressing wants of the freight department in Boston, of store house and side tracks, and room for lumber, wood, and coal. These *desiderata* we proposed to supply without incurring any debt for the purpose, but by using the balance of earnings after paying all the necessary expenses, meeting all claims upon the treasury, and dividing *six per cent.* to the Stockholders. A portion of those improvements,—to give us a wider area for our freight business, were contracted for about a year ago. One division of the contracted work was finished in the winter; and the two other division’s are in forwardness, and will probably be completed this autumn.

It is worthy of remark, that one of the Northwestern roads, through which we have been receiving a considerable business for four or five years, alleged in their annual report of 1855,—as a reason for seeking other means of disposing of their freight in Boston,—the insufficiency of our accommodations. It is also a significant fact that the Secretary of the Board of Trade, in his report of the same year, gave a corresponding representation. The improvements, widening of Charles River Bridge, &c. which we are making this year, will

give a large available space for our freight business ; and will remedy in a great measure the inconvenience complained of from the want of out-of-doors room.

The following table shows the progress, and will give some idea of the importance, (at least as it respects the Boston and Maine Railroad,) of this northern business,—which comes to us through the Manchester and Lawrence Railroad. The sums in this table are what we have received in each year for our portion of this business, which is between Boston and Lawrence, 26 miles :

| Year. | For Passengers. | For Freight. | Total. |
|------------|-----------------|--------------|--------------|
| 1852 | \$16,704 30 | \$19,292 45 | \$35,996 75 |
| 1853 | 20,534 70 | 39,861 01 | 60,395 71 |
| 1854 | 23,303 16 | 52,061 38 | 75,364 54 |
| 1855 | 22,083 65 | 47,263 54 | 69,347 19 |
| 1856 | 22,343 52 | 57,752 42 | 80,095 94 |
| For 5 yrs. | \$104,969 33 | \$214,230 80 | \$321,200 31 |

A comparative statement of the Earnings and Expenses for the last two years [Schedule E], shows an increase in the freight business in the last year over those of the year before ; which is to be ascribed to the falling off of this branch of our business in the year ending with May, 1855, as well as to a revival of that business during the year ending with May, 1856.

The falling off of the receipts for passengers, is to be ascribed in part to the severity of the winter.

THE DANVERS RAILROAD.

The Boston and Maine Railroad took a lease of the Danvers Railroad in the spring of 1853. This measure was authorized by the stockholders at a previous meeting. The immediate object of taking the lease of that road by the Boston and Maine, was stated in our last year's report. In the progress of that work, it was found that the whole enterprise would fail unless they could get aid from us ; and there was, at that time, the same reason for helping them out of their difficulties that there had

been at the beginning for taking the lease. And it was finally decided that the Danvers Railroad should hypothecate the rent of the road, as security to the Boston and Maine Railroad for endorsing their bonds *to that amount*. This was done, and \$5,000 of the bonds left with the Treasurer of the Boston and Maine Road, as a sinking fund towards a redemption of the bonds. The entire transaction amounts to a pre-payment of the rent of the road. The whole amount of the bonds is \$125,000. The Boston and Maine Railroad has \$72,000 of them. \$53,500 they own; and \$13,500 they hold as collateral for moneys advanced to the Danvers Railroad Company; and \$5,000 is held as a sinking fund, as above stated. When that road ceases to pay the interest on the bonds, the rent stops; and at the maturity of the bonds the rent ceases forever;—or till the bonds are redeemed.

It will be recollectcd that, in May, 1849, a committee was appointed by the stockholders to *investigate* the affairs of the company,—and that *that* committee estimated that the road might be completed, with all necessary tracks, depots, fixtures, and running furniture of cars and engines,—for the sum of \$4,100,054 52—[this sum, however, did not embrace the State loan of \$150,000,]—and they recommended that this should be the fixed capital of the Road. To bring the capital up to that sum, the committee proposed to issue at par, 6220 additional shares of stock, making the whole number 41,787. And they further recommended, “that all repairs of the road and the appurtenances thereto, and all alterations, improvements, and reconstructions of bridges, engines, and cars, thereafter made, be charged to *running expenses*.”

The object of the proposed injunction “to charge to running expenses,” undoubtedly was,—not to prescribe a particular method of keeping the accounts of the road,—but *to limit the number of shares* and amount of money of which the capital stock should consist.

The railroads are constantly developing new resources in the sections of country through which they pass, and introducing new branches of trade; and by adding to the profits of internal

commerce and manufactures, they are, in good times, constantly adding to the amount of their own business. In this progress of our railroads and growth of business, frequent or occasional additions must be made to the running furniture of the roads, besides keeping it in repair, and to their depot accommodations. And it is to be presumed that the stockholders want to be advised of this progress. If the road is earning barely its dividends and current expenses, the stockholders want to know it. If in the growth of business, the directors of a road find it necessary to add some \$20,000 or \$50,000 to their means of doing this business economically, and have paid for it out of the earnings of the road, beyond its dividends and expenses of all kinds, the stockholders would like to know *that* also.

The Company's books will not show these facts if all these improvements and additions are charged to *running expenses*. These items constitute a portion of the permanent property of the road, and should be kept distinct from the other expenses, and charged under a head of their own.

Probably it was not generally expected at the time of that investigation, that, in five years from the date of that report, the business of the road would be doubled. It has turned out, however, to be a fact. The passenger business increased in five years from that time about *sixty-eight per cent.*; and the freight business increased in the same time, *one hundred and fifty-eight per cent.* The Directors elected to the care of the road at that time, issued only 5990 shares, instead of the 6220 which the stockholders authorized, and none have been issued since. But during this increase in the business of the road, the successive administrations have found it necessary to add largely to the means and facilities of doing this increased business. More and heavier engines, and a greater number of cars, have been required; and larger accommodations for disposing of freight and cars, in yard room, side tracks, and store houses. All these things have been provided without incurring a debt, and without calling for additional capital,—and even without using, by \$23,000, the amount of capital which been authorized.

| | |
|---|-----------------------|
| The aggregate amount of moneys received from the capital stock and the State loan, and expended, (up to June 1, 1856,) in constructing the road, is - - - - | \$3,790,464 47 |
| and for engines and cars, - - - - | 389,324 40 |
| Amounting, in all, to - - - - | <u>\$4,179,788 87</u> |
| The aggregate amount, to June 1, 1849, for constructing the road, was \$3,499,489 85 | |
| for engines and cars, - - - - | 292,318 36 |
| Showing the amount received from these sources, and expended for these purposes, since June 1, 1849, to be - - - - | 3,791,808 21 |
| | \$387,980 66 |

This amount, however, was mostly added in the first two years of this interval,—in finishing the Methuen Branch;—laying the second track between Boston and North Andover;—in building station houses in Andover and Lawrence;—and in enlarging the station house in Boston. The balance of the amount received from the stock issued as above, was used in paying the debts of the Company, outstanding in 1849, which had been contracted previously in building the road; and no charge whatever has been since made to the “construction account” which has not been authorized by the votes of the stockholders.

The result is, that the stock thus authorized and issued, has proved sufficient to relieve the Company from the then existing debts, contracted in building the road, except the debt to the State, for which no provision was made,—and to enable us to add \$97,006 04 to the stock of engines and cars;—besides completing the road as contemplated in the report of the Investigating Committee.

Since this capital was thus expended, and the “construction” or capital stock account reached the limit set by the stockholders in 1849,—which it did in 1854,—large amounts have been expended from the earnings of the road, for new structures and improvements which our increasing business has called for.

During the last two years not less than from \$80,000 to

\$100,000 have been expended in this way, besides making ample provision for the depreciation of each year—and in the mean time the amount of unexpended earnings has been increased by the sum of \$51,601 38;—raising it to its present amount of \$251,186 96;—during which two years one dividend of *four per cent.* and three dividends of *three per cent.* have been declared and paid, giving an average, for the two years, of $6\frac{1}{2}$ per cent. per annum. For the last four years the dividends have averaged $7\frac{1}{4}$ per cent. per annum.

FREE PASSENGERS.

The votes of the stockholders, passed at their last meeting, in relation to this subject, have been carried into execution. [See Schedule O, in the Appendix.]

FARES AND FREIGHTS.

There are certain portions of our business which we must do at a small profit, if we do it at all. Our general system of fares and freights, in our local business, is moderate;—and would be moderate for our whole business, if we could obtain these prices for the whole. But there are certain parts of our business, both in passengers and freight, for which we cannot obtain a rate of compensation, which, if the entire business of the road were done at that rate, would pay our expenses and give to the stockholders a fair remuneration for the use of their money. These are cases in which our transportation of passengers and freight is done in competition with other means of conveyance. It is perfectly plain that it is better for the road to do this business at a small profit than *not* to do it; as thereby we add somewhat to our net income. And it is no injustice to our other customers, who have not the advantages of a like competition, if we take a higher price from them for doing the same work,—provided always that this higher price is reasonable in itself. It is not only not unjust to our local customers on the other parts of our road, to take these minor rates from others,—but it redounds to their advantage: for, if we refuse to take this business which comes to us at a less profitable rate, the road must be sustained by the other

business,—and our local customers would have a just ground of complaint against us, that we did not use all proper means to lighten their burdens.

We have revised our freight tariff,—adding about *twenty-five per cent.* to the charges for transportation of second class freight,—with some exceptions for particular classes. The charges for the higher class freight remaining generally the same as before. This new tariff went into effect early in June of this year.

Our expenses show an increase over those of the previous year, caused in part by the severity of the winter, and the consequent injury to the running furniture, the rails and the track.

SEASON TICKET FARES.

An increase in our tariff of season tickets was adopted last winter, which went into operation March 1st. The rise was from about 20 to 33 per cent., adapted to the varying amount of accommodation and the distances travelled, on the various parts of the road.

The accounts of the station agents of the Road continue to be examined monthly by the Treasurer's clerks ;—and no errors of consequence have been discovered the past year. In the spring it was discovered that the Treasurer's cashier or collecting clerk,—who was intrusted with the settlement and collection of our accounts with the Manufacturing Companies, and disputed freight accounts,—had been making false entries in the books, and appropriating the Company's money to his own use. A thorough examination was immediately made by the Treasurer ;—and in addition to this, an expert accountant was employed by the Committee of the Directors on the Treasurer's accounts,—who went over the ground again very thoroughly,—and whose report agreed with the results arrived at by the Treasurer. The amount of the deficiency was \$5,729 84, which was promptly paid by his bondsmen.

The Treasurer's accounts have been examined monthly by Mr. J. S. Eaton, a clerk selected by the President for that pur-

pose. His Report may be found in the Appendix. They have also been examined by a skilful accountant, under the direction of the above-named Committee of the Directors. The report of this accountant confirms that of the Auditor; and the Committee declare the result to be entirely satisfactory.

Thomas S. Williams, Esq., for more than five years the Superintendent of our Road,—a talented, experienced, and faithful officer,—resigned his place at the close of the last year, to the great regret of those who had been associated with him in the cares and responsibilities of this great concern. And William Merritt, Esq., a man of tried faithfulness and energy, who has been several years in the service of the Company in other capacities, was elected to the vacant place.

All which is respectfully submitted, by order of a majority of the Directors,—Messrs. Walker, Hayes, Peirce, and Williams dissenting.

JAMES HAYWARD, PRESIDENT.

Boston, September 10, 1856.

APPENDIX.

Condensed Statement of Trial Balance, after closing Books,

| | | | |
|---|-----|---|--------------|
| Construction Accounts, being cost of road and equipment, | | | |
| as shown by Schedule A, | | | 4,179,788 87 |
| Engines and cars not charged in the above, | - | - | 13,938 15 |
| Wood on hand, May 31, for future use of road, | - | - | 72,297 25 |
| Oil, do. | do. | - | 240 00 |
| Waste, do. | do. | - | 60 00 |
| Stock in Car shop, do. | do. | - | 13,895 47 |
| Stock in Engine do. do. | do. | - | 11,640 34 |
| Iron rails, do. | do. | - | 571 00 |
| Ties, do. | do. | - | 5,600 00 |
| Lanterns, brushes, &c. &c., do. | do. | - | 100 00 |
| | | | 118,342 21 |
| Cash on hand, May 31, - | - | - | 23,997 91 |
| Notes receivable, described in Schedule P, | - | - | 92,466 07 |
| White Mountain Railroad bonds, - | - | - | 1,100 00 |
| Newburyport do. do. - | - | - | 15,210 00 |
| Danvers do. do. - | - | - | 58,500 00 |
| Boston and Maine do. stock, - | - | - | 50,000 00 |
| Steamboat Daniel Webster stock, | - | - | 7,500 00 |
| | | | 248,773 98 |
| Line via Lowell, due on "Quintuple Contract," - | - | - | 6,165 77 |
| Concord R. R., paid for accident to one of their pass'rs, | - | - | 6,223 45 |
| Gt. Falls and Con. R. R., cost of changing location, | - | - | 5,995 38 |
| Danvers Railroad, land damages paid, | - | - | 9,545 07 |
| Manch. and Law. Railroad, use of Methuen Br., &c. | - | - | 11,704 72 |
| Manchester and Lawrence Railroad—monthly acct. | - | - | 3,806 52 |
| Cocheco do. do. | do. | - | 4,325 96 |
| Great Falls and Conway do. do. | do. | - | 3,069 15 |
| Newburyport do. do. | do. | - | 6,753 04 |
| Portsmouth and Concord do. do. | do. | - | 334 49 |
| Salem and Lowell do. do. | do. | - | 796 30 |
| Northern do. do. | do. | - | 327 15 |
| Lowell and Lawrence R. R., 6 mos. use of track, &c. | - | - | 1,231 31 |
| | | | 60,278 31 |
| Sundry accounts in hands of Solicitor for collection, | - | - | 3,783 90 |
| Uncollected interest on notes and accounts, | - | - | 6,696 64 |
| Lawrence and Bishop, claim on Medford Br. acct. | - | - | 8,991 58 |
| Auditor Post Office, for carrying mails, | - | - | 1,469 16 |
| Rent bills uncollected, | - | - | 490 54 |
| Rhodes, Oliver, Rugg—defaulting station agents, | - | - | 2,642 98 |
| Sundry accounts, balance monthly bills, | - | - | 142 95 |
| Freight bills due from Manufacturing Companies, | - | - | 8,169 85 |
| Freight bills, &c., due from officers of road, for | - | - | 21,632 15 |
| freight not delivered, &c. | - | - | |
| | | | 54,019 75 |
| | | | 4,661,203 12 |

May 31, 1856, and entering Dividend payable July 1, 1856.

| | | |
|--|-------------|---------------------|
| Capital Stock—received for 41,557 shares, | - | 4,076,974 52 |
| State Loan, | - - - - | 150,000 00 |
| | | <u>4,226,974 52</u> |
| Lawyers' bills, and bills for legislative expenses, &c., outstanding, | - - - - | 10,000 00 |
| Tax bills outstanding, | - - - - | 5,337 33 |
| Salaries and wages outstanding, | - - - - | 964 15 |
| Danvers Railroad rent account, unpaid coupons, | | <u>1,987 50</u> |
| | | 18,288 98 |
| Eastern Railroad, division account, &c. | - | 10,492 75 |
| Boston, Conc. and Mont. Railroad, monthly acct. | | 3,497 28 |
| Concord do. do. | | 83 48 |
| Contoocook Valley do. do. | | 495 94 |
| Conn. and Passumpsic Rivers do. | | 370 74 |
| Port., Saco and Portsmouth do. | | 5,907 02 |
| N. Hampshire Central do. | | 230 73 |
| Vermont Central do. | | 9,885 21 |
| Concord and Claremont do. | | <u>858 31</u> |
| | | 31,821 46 |
| Danvers Railroad Sinking Fund, | - - - | 5,304 50 |
| Unpaid Dividends, No. 1 to 35, | - - - | 4,428 50 |
| " Interest on Stock assessments, | - - - | 28 10 |
| Dividend payable July 1, 1856, No. 36, | 124,671 | |
| Less due on 500 Shares owned by this road, | 1,500 | <u>123,171 00</u> |
| | | 127,627 60 |
| Unexpended Earnings appropriated for Fire Losses, | 5,272 80 | |
| " " " " Charles Riv.Br. | 10,371 44 | |
| " " " " Iron Rails, | - 10,000 00 | |
| " " not appropriated, | - | <u>225,541 82</u> |
| | | 251,186 06 |

[NOTE.—The directors are authorized by the stockholders to issue 230 shares in addition to the above 41,557 shares. The wood and other materials for use of the road are stated in the above at their actual value; the bonds and stocks (except the Newburyport R. R. bonds, which are at 90) are stated at their par value, and the notes and accounts at their nominal value or cost. There are sundry claims against the road for land and personal damages, &c., which do not appear in the above, it not being possible to state them in dollars and cents correctly, as they are in suit or disputed—they are described among the liabilities in Schedule B.]

SCHEDULE A.

*Statement of Capital Stock and Construction Accounts,
May 31, 1856.*

CAPITAL.

| | | |
|--------------------------------------|---|----------------------|
| Received from sale of 41,557 shares, | - | \$4,076,974 52 |
| " " State Loan, due 1857, | - | 100,000 00 |
| " " " " 1859, | - | 50,000 00 |
| | | <hr/> \$4,226,974 52 |

CONSTRUCTION.

| | | | |
|---------------------------------|---|----------------------|--------------------|
| Graduation and masonry, | - | - | \$882,067 40 |
| Wooden bridges, | - | - | 371,468 55 |
| Superstructure, including iron, | - | - | 984,523 89 |
| Station buildings and fixtures, | - | - | 520,722 78 |
| Land, land damages, and fences, | - | - | 759,292 91 |
| Engineering and other expenses, | - | - | 272,388 94 |
| | | <hr/> \$3,790,464 47 | |
| Locomotives, | - | \$186,200 00 | |
| Passenger and baggage cars, | | 69,242 40 | |
| Merchandise cars, | - | <hr/> 133,882 00 | |
| | | <hr/> 389,324 40 | |
| | | | <hr/> 4,179,788 87 |
| Balance, | - | - | <hr/> \$47,185 65 |

In addition to the above balance the directors have the right to issue 230 shares stock at par, say \$23,000, which makes the balance of the construction fund \$70,185 65, which is to be applied to the payment of all claims now unsettled, that were outstanding in the fall of 1849—they are as follows, viz.:—

| | | | |
|--|---|---|-------------|
| Bartlett & Minot, claim for land in Boston, in suit, | - | - | \$20,000 00 |
| Eben. Smith, | " | " | 40,000 00 |
| N. W. Hazen, | " | " | Lawrence. |

SCHEDULE B.

SCHEDULE B.

*Statement of the Assets of the B. and M. Railroad, available
for the payment of debts of the Corporation, May 31, 1856.*

| | | |
|---|-----------|-------------|
| Cash on hand, | - - - - - | \$23,997 91 |
| Notes receivable in detail on Schedule P, | - - | 92,466 07 |
| White Mountain Railroad bonds, at 100 00, | | 1,100 00 |
| Newburyport do. do. at 90 00, | | 15,210 00 |
| Danvers do. do. at 100 00, | | 58,500 00 |
| Boston and Maine Railroad Stock, at 100 00, | | 50,000 00 |
| Steamboat Daniel Webster stock, at 100 00, | | 7,500 00 |
| Accounts in Solicitor's hands for collection, - | | 3,783 90 |
| Interest due on notes and accounts, balance, - | | 6,696 64 |
| Line via Lowell, due on "Quintuple Contract," - | | 6,165 77 |
| Concord Railroad demand for cost of accident in suit, | | 6,223 45 |
| Lawrence & Bishop, demand on Medford Branch acct., | | 8,991 58 |
| Auditor, Post Office, and Rent bills, - - - | | 1,959 70 |
| Rhodes, Oliver, Rugg—defaulting station agents, | | 2,642 98 |
| Gt. Falls & Con. Railroad, demand for cost of changing location, - - - - - | | 5,995 38 |
| Danvers Railroad, for land damages paid, secured by their bonds at 85, - | | 9,545 07 |
| Manch. and Lawrence R. R. for use Methuen Br., &c. 11,704 72 | | |
| Do. do. for balance monthly acct. 3,806 52 | | |
| Cocheco Railroad, do. do. 4,325 96 | | |
| Great Falls and Conway do. do. 3,069 15 | | |
| Newburyport do. do. 6,753 04 | | |
| Portsmouth and Concord do. do. 334 49 | | |
| Salem and Lowell do. do. 796 30 | | |
| Lowell and Lawrence do., 6 months' use of track, &c., 1,231 31 | | |
| Northern Railroad, balance monthly account, 327 15 | | |
| Balance of sundry monthly bills unsettled, 142 95 | | |
| Freight bills against Manuf. Co's, payable monthly, 8,169 85 | | |
| Do. do. for freight not delivered, and for freight paya- ble monthly, and balances due on ticket accounts, 21,632 15 | | |
| | | 363,072 04 |

*All other Assets.**

| | | |
|--|-----------|------------|
| Engines and cars not charged in construction acct. | - - - - - | 13,938 15 |
| Wood, - - - - - | | 72,297 25 |
| Oil, - - - - - | | 240 00 |
| Waste, - - - - - | | 60 00 |
| Stock in Car shop, Lawrence, - - - - - | | 13,895 47 |
| Stock in Engine shop, Boston, - - - - - | | 11,640 34 |
| Iron rails, - - - - - | | 571 00 |
| Ties, - - - - - | | 5,600 00 |
| Lanterns, brushes, &c. &c. - - - - - | | 100 00 |
| | | 118,342 21 |
| | | 481,414 25 |

* In presenting a table of Assets available for the payment of debts, the amount placed in figures represents the claims and demands at their face, and also of bonds at a given valuation. Some of the claims and demands are disputed, and the entire sum attached may not be obtained. Should the bonds and stock be forced into market at the present time, the amount realized would show a considerable deficiency.

SCHEDULE B.

Liabilities of the B. and M. Railroad, May 31, 1856—including Dividend payable July 1, 1856.

| | | | | |
|---|-----|-----|---------|------------|
| Unpaid dividends, No. 1 to No. 35, | - | - | 4,428 | 50 |
| Interest unpaid on Stock assessments, &c. | - | - | 28 | 10 |
| Dividend No. 36, payable July 1, 1856, | - | - | 123,171 | 00 |
| | | | | 127,627 60 |
| Danvers Railroad Sinking Fund, | - | - | 5,304 | 50 |
| Unpaid lawyers' and other bills, estimated in part, | | | 10,000 | 00 |
| " Tax bills, estimated, | - | - | 5,337 | 33 |
| " Salaries and wages, | - | - | 964 | 15 |
| Danvers Railroad rent account, (unpaid coupons,) | | | 1,987 | 50 |
| Eastern Railroad balance division account, &c., - | | | 10,492 | 75 |
| | | | | 34,086 23 |
| Boston, Concord and Mont. Railroad, monthly acct. | | | 3,497 | 28 |
| Concord | do. | do. | 83 | 48 |
| Contoocook Valley | do. | do. | 495 | 94 |
| Conn. and Passumpsic Rivers | do. | do. | 370 | 74 |
| Portland, Saco and Ports'th | do. | do. | 5,907 | 02 |
| New Hampshire Central | do. | do. | 230 | 73 |
| Vermont Central | do. | do. | 9,885 | 21 |
| Concord and Claremont | do. | do. | 858 | 31 |
| | | | | 21,328 71 |
| Balance, | | | 183,042 | 54 |
| | | | 298,371 | 71 |

The Road owes in addition to the above, the State of Massachusetts 100,000 due in 1857, and 50,000

Massachusetts, 100,000 due in 1857, and 50,000
due in 1859. 1 5 5 1 1 150,000.00

There are sundry claims, &c., against the Road; the amount to be paid on them cannot be stated, as they are in suit or disputed—they are as follows, viz.:—

Eben. Smith—Process by him for a jury to assess damages for his land taken in Canal Street, Boston, commenced in 1848. We set up in defence an award that we pay \$40,000 for a conveyance of the land; the 40,000 was tendered him to stop interest.

Bartlett & Minot—Bill in equity, commenced by this Road in 1847 to compel the conveyance of the lot at the south corner of Haverhill and Causeway Streets, Boston, for \$20,000.

N. W. Hazen—Trespass for building road over his land in Lawrence—suit commenced in 1848; judgment rendered for plaintiff, June 20, 1855, but damages not assessed. Real damage entirely uncertain.

A. H. Barrett—Claim for taking gravel—suit commenced in 1849—now under reference.

Daniel Gleason—Action for damage, in winter of 1854-5, to land by overflowing Spicket River.

S. J. Whitaker—Claim for personal damage, commenced in 1854.

P. S. Stokes—Claim for personal damage.

N. H. Stone—Claim for personal damage—verdict rendered for Railroad—gone up on points of law.

James Walsh—Claim for personal damage.

Moses & Sons—Claim for wool burnt at Boston Freight-house.

S. Currier—Claim for work on change of location.

Jane C. Langley—Claim for goods burnt at Lawrence.

Augusta Water Power Co.—Claim for lost baggage.

Cocheco Railroad—Claim for car burnt, &c.

Great Falls Manuf. Co.—Claim for land damages.

Boston and Lowell Railroad—Claim for profits for running to Lowell.

Danvers Railroad—Liable as endorsers on 125,000 bonds, due in 20 years from March 1, 1855. The annual rent of this road is pledged as collateral in case we have to pay the bonds.

SCHEDULE C.

SCHEDULE C.

Statement of the Earnings and Expenses of the B. and M. Railroad, for the year ending May 31, 1856—together with Miles run, Tonnage, Passengers, &c.

EARNINGS.

| | | | | | |
|--|---|---|-----------------|---|------------|
| Passengers, | - | - | - | - | 536,313 74 |
| Freight, | - | - | - | - | 328,256 21 |
| Rents, | - | - | - | - | 9,041 95 |
| Mails, | - | - | - | - | 7,750 26 |
| Interest, | - | - | - | - | 5,679 37 |
| Surplus from Portland, Saco and Portsmouth Railroad, | | | | | 4,000 42 |
| | | | | | |
| | | | Total Earnings, | | 891,041 95 |

EXPENSES.

RUNNING EXPENSES.

| | | | | | |
|--|---|---|---|---|-----------|
| Coal, | - | - | - | - | 3,773 20 |
| Oil, | - | - | - | - | 8,996 12 |
| Waste, | - | - | - | - | 1,878 80 |
| Wood, | - | - | - | - | 94,345 83 |
| Sawing wood and pumping water, | - | - | - | - | 16,804 00 |
| Horse power, | - | - | - | - | 10,361 50 |
| Damages, | - | - | - | - | 14,008 41 |
| Salaries, wages and incidental expenses Pass'ger dept. | | | | | 66,181 38 |
| " " " " " Freight do. | | | | | 62,641 52 |
| Repairs road, Massachusetts, | - | - | - | - | 64,900 73 |
| " " New Hampshire, | - | - | - | - | 32,699 81 |
| " " Maine, | - | - | - | - | 662 56 |
| " bridges, Mass. | - | - | - | - | 7,937 48 |
| " " N. H. | - | - | - | - | 4,290 44 |
| " " Maine, | - | - | - | - | 68 06 |
| " fences, gates, houses for signal men, &c., Mass. | | | | | 1,238 06 |
| " " " " " N. H. | | | | | 1,806 65 |
| Repairs station buildings, fixtures and furniture, Mass. | | | | | 8,341 46 |
| " " " " " N. H. | | | | | 2,844 05 |
| " " " " " Me. | | | | | 395 99 |
| Repairs locomotives, | - | - | - | - | 33,881 83 |
| " passenger and baggage cars, | - | - | - | - | 13,238 20 |
| " merchandise cars, | - | - | - | - | 10,200 08 |
| " gravel and other cars, | - | - | - | - | 386 20 |
| Wages of switchmen, Mass. | - | - | - | - | 5,347 03 |
| " " N. H. | - | - | - | - | 499 07 |
| " " Me. | - | - | - | - | 289 00 |
| Wages of gatemen, Mass. | - | - | - | - | 3,402 82 |
| " " N. H. | - | - | - | - | 340 15 |

| | | | | |
|--|-----------|---|-------------|------------|
| Wages of signal men, Mass. | - | - | - | 2,619 02 |
| Wages of watchmen, Mass. | - | - | - | 5,726 97 |
| " " N. H. | - | - | - | 547 21 |
| " " Me. | - | - | - | 471 67 |
| Removing ice and snow, | - | - | - | 4,576 64 |
| | | | | 485,701 94 |
| Salaries of President, Superintendent, Treasurer, office expenses, law expenses, &c. | 34,377 05 | | | |
| Taxes, - | - | - | 10,419 74 | |
| Insurance, - | - | - | 2,291 78 | |
| Danvers Railroad rent, - | - | - | 7,500 00 | |
| | | | | 54,588 57 |
| Total Expenses, | | | | 540,290 51 |
| Net, after deducting expenses, | | | | 350,751 44 |
| Depreciation of locomotives, - | - | - | 9,964 00 | |
| " passenger and baggage cars, - | - | - | 2,907 34 | |
| " merchandise cars, - | - | - | 3,255 00 | |
| | | | | 16,126 34 |
| Net, after deducting expenses and depreciation, | | | | 334,625 10 |
| Appropriated for Charles River Bridge, - | - | - | 30,000 00 | |
| " for renewals of iron, - | - | - | 25,000 00 | |
| " for stations, buildings, &c. - | - | - | 5,000 00 | |
| Two dividends of 3 per cent., amounting to - | - | - | 249,342 00 | |
| Balance earned this year not appropriated, - | - | - | 25,283 10 | |
| | | | | 334,625 10 |
| Miles run by passenger trains, - | - | - | - | 356,331 |
| " " freight trains, - | - | - | - | 158,670 |
| " " wood trains, - | - | - | - | 13,777 |
| " " gravel trains, - | - | - | - | 11,869 |
| " " extra trains, - | - | - | - | 7,058 |
| Total miles run, - | - | - | - | 547,705 |
| Number of passengers carried in the cars, - | - | - | - | 1,465,511 |
| " " " one mile, - | - | - | - | 16,904,046 |
| " " " to and from connecting roads, - | - | - | - | 354,836 |
| " " " " one mile, - | - | - | - | 11,090,680 |
| Number of tons of merchandise carried in the cars, - | - | - | - | 263,827 |
| " " " " one mile, - | - | - | - | 8,184,402 |
| " " " " to and from other roads, - | - | - | - | 97,630 |
| " " " " " one mile, - | - | - | - | 2,872,911 |
| Amount of freight carried for use of the road, - | - | - | tens, 1,422 | |
| Number of Express trains, and where run, viz.:— | | | | |
| One between Lawrence and Boston, 26 miles. | | | | |
| One between Andover and Boston, 23 miles. | | | | |
| One between Reading and Boston, 12 miles. | | | | |

SCHEDULE D.

Statement of Unexpended Earnings, May 31, 1856.

| | | |
|--|-----------|---------------------|
| Amount of balance, as per report of June 1, 1855, | - - - | \$237,903 06 |
| Amount earned this year over dividends, expenses and depreciation, | 85,283 10 | |
| | | <u>\$323,186 16</u> |

Paid this year, and charged against the above, as follows, viz.:—

| | | |
|--|-------|---------------------|
| For Charles River Bridge, &c., | - - - | \$23,209 59 |
| “ Station buildings, &c., | - - - | 11,870 23 |
| “ Iron rails and rerolling, | - - - | 28,803 72 |
| | | <u>63,883 54</u> |
| Charged also for old claims against | | |
| York and Cumberland Railroad, | - - - | 1,401 00 |
| For work on change of location at Great Falls, - | | 6,715 56 |
| | | <u>72,000 10</u> |
| Balance of unexpended earnings, | | <u>\$251,186 06</u> |

SCHEDULE E.

Comparative Statement of Earnings and Expenses for years ending May 31, 1855, and 1856.

| Year ending May 31, 1855. | EARNINGS. | Year ending May 31, 1856. | EARNINGS. |
|---------------------------------|--------------|---------------------------|-----------|
| Passengers, - - - | \$556,167 41 | \$536,313 74 | |
| Freight, - - - | 274,200 64 | 328,256 21 | |
| Rents, - - - | 8,567 91 | 9,041 95 | |
| Interest, - - - | 8,161 79 | 7,750 26 | |
| Mails, - - - | 7,995 73 | 5,679 37 | |
| Surplus P., S. and P. Railroad, | 20,500 00 | 4,000 42 | |
| | 875,593 48 | 891,041 95 | |
| Expenses, - - - | 495,104 42 | 540,290 51 | |
| | 380,489 06 | 350,751 44 | |
| Depreciations and App'ns, | 75,369 25 | 76,126 34 | |
| Net, - - - | \$305,119 81 | Net, 274,625 10 | |
| Miles run, 608,427 | | Miles run, 547,705 | |

SCHEDULE F.

Earnings and Expenses of Medford Branch for year ending May 31, 1856.

| EARNINGS. | | | | |
|------------------------------|---|---|---|------------------|
| Passengers, | - | - | - | \$8,079 91 |
| Freight, | - | - | - | 125 90 |
| Rents, | - | - | - | 566 67 |
| Mails, | - | - | - | 85 72 |
| | | | | <hr/> |
| | | | | \$8,858 20 |
| EXPENSES. | | | | |
| 8562 miles, say at 59 cents, | - | - | - | \$5,051 58 |
| Net, | - | - | - | <hr/> \$3,806 62 |
| Cost of Branch, \$63,350 79. | | | | |

SCHEDULE G.

Statement of Danvers Railroad Earnings for the year ending May 31, 1856.

| 1855. | Passengers. | Freight. | Total. |
|------------|------------------|------------------|-------------------|
| June, | \$920 36 | \$431 16 | \$1,351 52 |
| July, | 1,380 40 | 335 49 | 1,715 89 |
| August, | 1,054 63 | 515 48 | 1,570 11 |
| September, | 847 76 | 498 85 | 1,346 61 |
| October, | 763 07 | 724 49 | 1,487 56 |
| November, | 501 84 | 476 13 | 977 97 |
| December, | 694 19 | 481 35 | 1,175 54 |
| 1856. | | | |
| January, | 546 36 | 484 79 | 1,031 15 |
| February, | 471 01 | 524 81 | 995 82 |
| March, | 865 65 | 551 33 | 1,416 98 |
| April, | 951 48 | 659 09 | 1,610 57 |
| May | 901 15 | 651 34 | 1,552 49 |
| | <hr/> \$9,897 90 | <hr/> \$6,334 31 | <hr/> \$16,232 21 |

MILES RUN.

| | |
|---------------------|--------|
| Passenger trains, | 18,748 |
| Merchandise trains, | 6,480 |
| Extra trains, | 243 |
| Total, | 25,471 |

SCHEDULE H.

Statement of Pay Rolls, for the month of May, 1856.

| Names. | Per Month. | Per Year. |
|------------------------------|------------|-----------|
| PASSENGER CONDUCTORS. | | |
| J. W. Aborn, | \$60 00 | \$720 00 |
| J. Bowditch, | 58 33½ | 700 00 |
| Wm. Crook, | 58 33½ | 700 00 |
| O. Hamilton, | 50 00 | 600 00 |
| D. Nason, | 58 33½ | 700 00 |
| W. T. Plaisted, | 50 00 | 600 00 |
| H. Smart, | 58 33½ | 700 00 |
| J. L. Smith, | 60 00 | 720 00 |
| A. W. Thompson, | 50 00 | 600 00 |
| A. Tucker, | 60 00 | 720 00 |
| J. B. Wadleigh, | 60 00 | 720 00 |
| M. E. Wood, | 58 33½ | 700 00 |
| FREIGHT CONDUCTORS. | | |
| P. Averhill, | 45 00 | 540 00 |
| B. F. Berry, | 45 00 | 540 00 |
| J. R. Balloch, | 45 00 | 540 00 |
| H. Gilman, | 45 00 | 540 00 |
| C. Messer, | 45 00 | 540 00 |
| A. W. Pearson, | 45 00 | 540 00 |
| ENGINEMEN, | | |
| H. Aborn, | 55 00 | 660 00 |
| H. Bailey, | 65 00 | 780 00 |
| W. P. Fernald, | 65 00 | 780 00 |
| G. G. Folsom, | 60 00 | 720 00 |
| S. S. Garland, | 60 00 | 720 00 |
| A. R. Hunt, | 60 00 | 720 00 |
| J. L. Langley, | 50 00 | 600 00 |
| E. W. Matthews, | 60 00 | 720 00 |
| J. A. Owen, | 55 00 | 660 00 |
| T. O. Page, | 60 00 | 720 00 |
| J. C. Paul, | 65 00 | 780 00 |
| H. F. Pasho, Jr., | 65 00 | 780 00 |
| D. N. Pasho, | 65 00 | 780 00 |
| C. K. Pemberton, | 65 00 | 780 00 |
| G. Poor, | 65 00 | 780 00 |
| S. Poor, | 65 00 | 780 00 |
| H. B. Potter, | 65 00 | 780 00 |
| J. B. Rice, | 60 00 | 720 00 |
| J. Seavey, | 65 00 | 780 00 |
| J. F. Sanborn, | 45 00 | 540 00 |

| Names. | | Per Month. | Per Year. |
|------------------------|--|------------|-----------|
| H. Smith, | - - - - - | 65 00 | - 780 00 |
| W. H. Smith, | - - - - - | 60 00 | - 720 00 |
| R. K. Smith, | - - - - - | 60 00 | - 720 00 |
| G. Stevens, | - - - - - | 55 00 | - 660 00 |
| W. E. Wright, | - - - - - | 50 00 | - 600 00 |
| TICKET MASTERS. | | | |
| *A. W. Eaton, | Boston, (employs assistant, whom he pays,) 100 00 | - | 1200 00 |
| J. Parks, | Charlestown, - - 5 00 | - | 60 00 |
| W. D. Barrett, | Somerville, - - 35 00 | - | 420 00 |
| J. Gowing, Jr., | Medford, - - 39 00 | - | 460 00 |
| *†*R. G. Dyer, | " (Park Street) 4 00 | - | 48 00 |
| *†*B. Morse, | Edgeworth, - - 5 00 | - | 60 00 |
| †B. R. Leavitt, | Malden, - - 45 00 | - | 540 00 |
| *†*C. W. Hall, | Wyoming, - - 8 33½ | - | 100 00 |
| †H. Whitney, | Melrose, - - 40 00 | - | 480 00 |
| †G. C. Cross, | Stoneham, - - 26 00 | - | 312 00 |
| *†*N. Cowdrey, | Greenwood, - - 6 25 | - | 75 00 |
| †J. Danforth, | Lynnfield, - - 13 00 | - | 156 00 |
| S. Walcott, | West Danvers, (also tends signal,) - - 22 50 | - | 270 00 |
| †T. Cook, | Danvers Centre, - - 13 00 | - | 156 00 |
| †E. H. Webster, | North Danvers, - - 26 00 | - | 312 00 |
| †J. Towle, | South Reading, - - 40 00 | - | 480 00 |
| C. Temple, | Reading, - - 40 00 | - | 480 00 |
| *†*G. Slack, | Wilmington, - - 8 33½ | - | 100 00 |
| †I. O. Blunt, | Ballardvale, - - 35 00 | - | 420 00 |
| E. S. Merrill, | Andover, - - 40 00 | - | 480 00 |
| *F. B. Plummer, | S. Lawrence, - - 40 00 | - | 480 00 |
| *O. Wheeler, | N. do, - - 40 00 | - | 480 00 |
| †L. Sawyer, | N. Andover, - - 40 00 | - | 480 00 |
| †J. S. Bancroft, | Bradford, - - 35 00 | - | 420 00 |
| J. Flanders, | Haverhill, - - 50 00 | - | 600 00 |
| †J. Irving, | Atkinson, - - 5 00 | - | 60 00 |
| †J. N. George, | Plaistow, - - 30 00 | - | 360 00 |
| †S. Rowell, | Newton, - - 20 00 | - | 240 00 |
| †G. E. Dearborn, | East Kingston, - - 26 00 | - | 312 00 |
| G. G. Smith, | Exeter, - - 40 00 | - | 480 00 |
| †B. P. Roberts, | S. Newmarket, - - 32 50 | - | 390 00 |
| J. M. Clark, | P. and C. Junction, - - 17 50 | - | 210 00 |
| *†*J. C. Burley, | Newmarket, - - 35 00 | - | 420 00 |
| †A. W. Clark, | Durham, - - 35 00 | - | 420 00 |
| W. Tredick, | Dover, - - 40 00 | - | 480 00 |
| J. F. Furber, | Great Falls, - - 40 00 | - | 480 00 |
| S. Varney, | Salmon Falls - - 35 00 | - | 420 00 |
| C. S. Dinsmore, | S. Berwick Junction, 40 00 | - | 480 00 |

All the above, excepting those marked *, are also station and freight agents. Those marked † do *all* the work required at the station, including the switches.
 †* Also tends gates. *†* Performs all the labor required, but does not sell tickets.

| Names. | | Per Month. | Per Year. |
|--|-------|------------|-----------|
| FIREMEN. | | | |
| 25 men, averaging each, | - - - | 31 54 | |
| TRAIN BAGGAGE MASTERS. | | | |
| 10 men, averaging each, | - - - | 36 11 | |
| BRAKEMEN. | | | |
| 26 men, averaging each, | - - - | 34 46 | |
| BOSTON PASSENGER STATION AND CAR HOUSE. | | | |
| C. E. Hall, Transportation Master, | - | 83 33½ | 1000 00 |
| E. Weymouth, Assistant, | - - - | 50 00 | 600 00 |
| A. Currier, Baggage Master, | - - - | 52 00 | 624 00 |
| W. Knights, " " | - - - | 35 00 | 420 00 |
| 1 Assistant Conductor, | - - - | 40 00 | 480 00 |
| 1 Travelling Baggage Agent, | - - - | 35 00 | 420 00 |
| 3 Laborers, averaging each, | - - - | 39 34 | 1416 24 |
| 2 " " " | - - - | 35 00 | 840 00 |
| 2 " " " | - - - | 32 50 | 780 00 |
| 2 " " " | - - - | 30 00 | 720 00 |
| 1 " " " | - - - | 25 00 | 300 00 |
| BOSTON FREIGHT HOUSE. | | | |
| W. J. Merriam, Freight Agent, | - - - | 83 33½ | |
| J. B. Gillett, Book-keeper, | - - - | 83 33½ | |
| M. Potter, Freight Cashier, | - - - | 66 66½ | |
| A. Caldwell, " " | - - - | 50 00 | |
| 2 Freight Clerks, each | - - - | 41 67 | |
| 2 " " " | - - - | 28 25 | |
| 1 " " " | - - - | 50 00 | |
| 1 " " " | - - - | 40 00 | |
| 3 Loading and Discharging Agents, each | | 41 00 | |
| 13 Receiving and Delivering " " | | 37 05 | |
| 62 Laborers, averaging each | - - - | 29 08 | |
| GATEMEN. | | | |
| 3 in Boston, averaging each | - - - | 32 00 | |
| 2 in Malden, " " " | - - - | 13 00 | |
| 2 in S. Reading, " " " | - - - | 13 00 | |
| *1 in Charlestown, | - - - | 75 00 | |
| 1 in Somerville, (tends two gates,) | - | 26 00 | |
| 1 in South Reading, | - - - | 9 00 | |
| 1 in Reading, | - - - | 18 00 | |
| 1 in Lawrence, | - - - | 30 00 | |
| †1 in Haverhill, | - - - | 13 00 | |

| Names. | | Per Month. | Per Year. |
|---------------|-----------|------------|-----------|
| †1 in Exeter, | - - - - - | 26 00 | |
| †1 in Dover, | - - - - - | 30 00 | |

* Also tends draw and signal at Fitchburgh Railroad Crossing. † Tends gates at two streets. ‡ Also labors at depot when not required at gates.

DRAW TENDERS.

| | | |
|-------------------|-----------|-------|
| 2 at Boston, each | - - - - - | 35 00 |
| 1 at Medford, | - - - - - | 26 00 |

SWITCHMEN.

| | | |
|---------------------------------------|-----------|-------|
| 5 at Boston, averaging each | - - - - - | 35 00 |
| 1 at Medford Junction, | - - - - - | 30 00 |
| 1 at S. Reading “ | - - - - - | 24 00 |
| 8 at Lawrence, averaging each | - - - - - | 27 50 |
| 1 at East Kingston, (also saws wood,) | - - - - - | 40 00 |
| 1 at Madbury, | - - - - - | 15 00 |
| 1 at S. B. Junction, | - - - - - | 26 00 |

WATCHMEN.

| | | |
|-------------------------------------|-----------|-------|
| 3 at Boston Passenger Station, each | - - - - - | 32 00 |
| 2 at “ Engine Shop, “ | - - - - - | 35 00 |
| 2 at “ Freight House, “ | - - - - - | 37 50 |
| 1 at “ Island, - - - - - | 25 00 | |
| 1 at Reading, - - - - - | 30 00 | |
| 5 at Lawrence, each | - - - - - | 30 00 |
| 1 at Haverhill, - - - - - | 30 00 | |
| 2 at Great Falls, each, | - - - - - | 30 00 |
| 1 at S. Berwick Junction, | - - - - - | 16 50 |
| 1 at North Danvers, - - - - - | 35 00 | |

ENGINE SHOP.

| | | |
|--|-----------|-------|
| 38 men,—full time, 35 men,—each | - - - - - | 45 74 |
| including N.G. Paul's salary of \$1500 per yr. | | |

CAR SHOP.

| | | |
|--|-----------|-------|
| 49 men,—full time, 41 men,—each | - - - - - | 42 73 |
| including M. C. Andrews' salary of \$1000. | | |

REPAIRS OF ROADS.

| | | | | |
|---------------------------|-----------|-------|---|--------|
| E. A. Smith, Road Master, | - - - - - | 75 00 | - | 900 00 |
| N. Whittier, “ “ | - - - - - | 75 00 | - | 900 00 |
| 150 men, averaging each | - - - - - | 32 31 | | |

GREENWOOD STATION.

| | | | | |
|---------------|-----------|-------|---|--------|
| 1 Signal Man, | - - - - - | 26 00 | - | 312 00 |
|---------------|-----------|-------|---|--------|

READING STATION.

| | | | | |
|------------------|-----------|-------|---|--------|
| 1 Switchman, | - - - - - | 26 00 | - | 312 00 |
| 3 Laborers, each | - - - - - | 28 44 | | |

These men load and unload all freight, saw wood, pump water, and clean cars.

| Names. | | Per Month. | Per Year. |
|---|-----------|------------|-----------|
| ANDOVER STATION. | | | |
| 1 Freight Clerk, | - - - - - | 30 00 | - 360 00 |
| 1 Baggage Master, | - - - - - | 30 00 | - 360 00 |
| LAWRENCE STATION. | | | |
| Luther Eames, Station Agent, | - - - - - | 60 00 | - 720 00 |
| Daniel Hardy, Freight " | - - - - - | 60 00 | - 720 00 |
| 1 Freight Clerk, | - - - - - | 35 00 | - 420 00 |
| 4 Baggage Masters, each | - - - - - | 29 25 | |
| 15 Laborers, each | - - - - - | 27 72 | |
| HAVERHILL STATION. | | | |
| 6 Laborers, each | - - - - - | 30 47 | |
| EXETER STATION. | | | |
| 4 Laborers, each | - - - - - | 26 08 | |
| P. AND C. JUNCTION STATION. | | | |
| 1 Laborer, | - - - - - | 10 00 | - 120 00 |
| NEWMARKET STATION. | | | |
| 1 Laborer, (sawing wood,) | - - - - - | 26 00 | - 312 00 |
| DOVER STATION. | | | |
| 2 Laborers, each | - - - - - | 30 00 | - 720 00 |
| SOMERSWORTH STATION. | | | |
| 1 Station Agent and Switchman, | - - - - - | 40 00 | - 480 00 |
| GREAT FALLS STATION. | | | |
| 2 Blacksmiths, each | - - - - - | 46 25 | |
| 3 Laborers, " | - - - - - | 29 50 | |
| SALMON FALLS STATION. | | | |
| 1 Assistant, | - - - - - | 15 00 | - 180 00 |
| S. B. JUNCTION STATION. | | | |
| 3 Men, sawing and loading wood, &c., each | 33 33½ | | |
| N. DANVERS STATION. | | | |
| 2 Men, averaging each (part paid by N.P.R.R.) | 19 50 | | |
| MISCELLANEOUS—BOSTON. | | | |
| A. Perkins, Wood Agent, | - - - - - | 83 33½ | - 1000 00 |
| 1 Conductor, (Wood Train,) | - - - - - | 45 00 | - 540 00 |
| *32 Men, averaging each | - - - - - | 26 90 | |

* These men saw and pile wood, and do other miscellaneous work.

N. B.—In addition to the above, a Grade Train, employing about 30 men, is run upon the road for two or three months during the year.

| | | |
|------------------------------|-----------|-----------|
| James Hayward, President, | - - - - - | \$3500 00 |
| Wm. Merritt, Superintendent, | - - - - - | 2000 00 |
| H. B. Wilbur, Treasurer, | - - - - - | 2400 00 |
| 2 Treasurer's Clerks, | - - - - - | 1100 00 |
| 4 Ticket " | - - - - - | 2250 00 |

Total number of men, 627.

SCHEDULE I.

Statement of Casualties.

June 26, 1855.—Mary E. Welch, 10 years of age, while crossing the track, just north of Edgeworth Station, was struck by the locomotive, and instantly killed.

September 14, 1855.—Ann Griffin, while walking on or near the track, between Stoneham and Greenwood Stations, was struck by the locomotive attached to the Northern in-train, and died in a few minutes afterward.

September 29, 1855.—Michael Gillagin, an Irishman, intoxicated, was run over by a passenger train, at Edgeworth, and killed.

October 8, 1855.—The locomotive, attached to the morning train from Concord and Haverhill, while running at its usual speed, a short distance south of Wyoming station, ran over a cow, (which darted suddenly upon the road,) and was, with a portion of the cars, thrown from the track. Mr. Charles Richardson and Mr. E. W. Abbott, expressmen, who were in the baggage car, at the time, were instantly killed. George Richards, fireman, was so much injured that he died during the day.

October 11, 1855.—Owing to the misadjustment of a switch near Salmon Falls Station, the grade train was run upon the wrong track, and came in collision with some freight cars upon that track. Two men, Patrick Cahill and Patrick Newman, were so badly injured that both afterward died.

January 2, 1856.—On the arrival at Boston, of the evening train from Portland, a man was found lying on the locomotive in front of the boiler, severely bruised, but still alive. He was taken to the hospital, where he died during the night. It was afterwards ascertained his name was Powers, and that he had resided in Melrose.

April 7, 1856.—A. O. Kendall, brakeman on the freight train, while shackling cars at Ballard Vale, was so severely injured as to cause his death soon afterward.

SCHEDULE J.

Exhibit of Locomotives and Cars owned by Boston and Maine Railroad, May 31, 1856.

LOCOMOTIVES.

| Names. | Weight. | Diameter of driver. | Diameter of cylinder. | Length of stroke. | Valua-tion. |
|-------------------|----------|---------------------|-----------------------|-------------------|-------------|
| Andover, | 11 tons, | 5 feet, | 12 $\frac{1}{4}$ | 16 inches, | \$1000 00 |
| Augusta, | 11 | 5 | 12 $\frac{1}{4}$ | 16 | 2200 00 |
| Antelope, | 13 | 5 ft. 6 in. | 11 $\frac{3}{4}$ | 22 | 3000 00 |
| Bangor, | 19 | 5 6 | 14 $\frac{1}{4}$ | 18 | 5500 00 |
| Boston, | 19 | 5 | 14 $\frac{1}{4}$ | 18 | 5500 00 |
| Bay State, | 22 | 5 6 | 14 $\frac{1}{4}$ | 20 | 6500 00 |
| Ballard Vale, | 19 | 5 | 14 $\frac{1}{4}$ | 18 | 5500 00 |
| Cocheco, | 12 | 5 | 12 | 16 | 2500 00 |
| Dragon, | 14 | 4 6 | 12 | 20 | 5500 00 |
| Dover, | 24 | 4 6 | 15 | 20 | 6000 00 |
| Exeter, | 24 | 4 6 | 15 | 20 | 6000 00 |
| Essex, | 24 | 5 6 | 15 | 18 | 6500 00 |
| Granite State, | 22 | 5 6 | 14 $\frac{1}{4}$ | 20 | 6500 00 |
| Haverhill, | 11 | 5 | 12 $\frac{1}{4}$ | 16 | 1600 00 |
| Hinkley, | 23 | 5 6 | 15 | 20 | 6800 00 |
| Lawrence, | 22 | 5 | 15 | 18 | 5800 00 |
| Massachusetts, | 19 | 5 6 | 14 $\frac{1}{4}$ | 18 | 5500 00 |
| Maine, | 25 | 3 10 | 16 $\frac{1}{4}$ | 20 | 6800 00 |
| Malden, | 13 | 5 6 | 16 $\frac{3}{4}$ | 20 | 3200 00 |
| New Hampshire, | 25 | 3 10 | 16 $\frac{1}{4}$ | 20 | 6800 00 |
| Norris, | 20 | 5 6 | 14 | 22 | 6000 00 |
| Ogiochook, | 19 | 5 | 14 | 18 | 5300 00 |
| O. W. Bayley, | 23 | 5 6 | 15 | 20 | 6800 00 |
| Portland, | 13 | 5 3 | 11 $\frac{3}{4}$ | 20 | 3200 00 |
| Reading, | 13 | 5 6 | 11 $\frac{3}{4}$ | 20 | 3200 00 |
| Rockingham, | 24 | 4 6 | 15 | 24 | 7500 00 |
| Vermont, | 23 | 4 6 | 15 | 20 | 6000 00 |
| Swamscot, | 14 | 4 6 | 13 $\frac{1}{2}$ | 20 | 4500 00 |
| United States, | 24 | 5 | 15 | 24 | 7500 00 |
| Merrimack, | 25 | 5 6 | 16 | 20 | 8000 00 |
| Thomas West, | 25 | 5 6 | 16 | 20 | 8000 00 |
| Atlantic, | 25 | 5 6 | 15 | 22 | 8000 00 |
| Pacific, | 25 | 5 6 | 15 | 22 | 8000 00 |
| Lanterns, | - | - | - | - | 2000 00 |
| Buckets, | - | - | - | - | 150 00 |
| Cattle Guards, | - | - | - | - | 1000 00 |
| Snow Plows, | - | - | - | - | 4000 00 |
| One spare Tender, | - | - | - | - | 600 00 |
| | | | | | 188,450 00 |

PASSENGER CARS.

| | | | |
|--------|-----------------|-----------|----------------------------|
| No. 8, | 1 First Class, | 52 seats, | \$225 00 |
| 9, | 1 " " | 56 " | 760 00 |
| 10, | 1 " " | 60 " | 1020 00 |
| 11, | 1 " " | 64 " | 990 00 |
| 12, | 1 " " | 64 " | 1135 00 |
| 13, | 1 " " | 60 " | 1245 00 |
| 14, | 1 " " | 64 " | 1220 00 |
| 15, | 1 " " | 60 " | 1220 00 |
| 16, | 1 " " | 60 " | 1340 00—saloon. |
| 17, | 1 " " | 60 " | 1020 00 |
| 18, | 1 " " | 60 " | 1090 00 |
| 19, | 1 " " | 60 " | 1225 00 |
| 21, | 1 " " | 44 " | 1065 00—with baggage room. |
| 22, | 1 " " | 60 " | 1230 00 |
| 23, | 1 " " | 60 " | 1980 00—saloon. |
| 24, | 1 " " | 60 " | 1535 00—saloon. |
| 25, | 1 " " | 60 " | 1575 00 |
| 26, | 1 " " | 60 " | 1765 00—saloon. |
| 27, | 1 " " | 44 " | 1285 00 |
| 28, | 1 " " | 72 " | 1900 00 |
| 29, | 1 " " | 60 " | 1575 00 |
| 30, | 1 " " | 60 " | 1675 00 |
| 31, | 1 " " | 60 " | 1725 00 |
| 32, | 1 " " | 72 " | 2200 00—saloon. |
| 33, | 1 " " | 56 " | 1435 00—baggage apartment. |
| 34, | 1 " " | 44 " | 1310 00 |
| 35, | 1 Second Class, | 32 " | 1030 00—baggage apartment. |
| 36, | 1 First Class, | 44 " | 1310 00 |
| 37, | 1 " " | 44 " | 1310 00 |
| 38, | 1 " " | 60 " | 1630 00 |
| 39, | 1 " " | 60 " | 1515 00 |
| 40, | 1 " " | 60 " | 1515 00 |
| 41, | 1 " " | 60 " | 1600 00—saloon. |
| 42, | 1 " " | 60 " | 2290 00—saloon. |
| 43, | 1 " " | 60 " | 1875 00 |
| 44, | 1 " " | 60 " | 1875 00 |
| 45, | 1 " " | 60 " | 2300 00—saloon. |
| 46, | 1 " " | 60 " | 2200 00 |
| 47, | 1 " " | 60 " | 2575 00—saloon. |

BAGGAGE CARS.

| | | | |
|-----------------------------|---|---|---------------------------------|
| No. 6, | 1 | 4-wheel, for passenger baggage, valued at | \$110 00 |
| 7, | 1 | 4 " | do. do. 110 00 |
| 8, | 1 | 4 " | do. do. 135 00 |
| 9, | 1 | 8 " | do. do. partly finished, 929 55 |
| 10, | 1 | 8 " | do. do. 535 00 |
| 11, | 1 | 8 " | do. do. 745 00 |
| 12, | 1 | 8 " | do. do. 875 00 |
| 13, | 1 | 8 " | do. do. 990 00 |
| 14, | 1 | 8 " | do. do. and mails, 1005 00 |
| 15, | 1 | 8 " | do. do. do. 1040 00 |
| 16, | 1 | 8 " | do. do. do. 1060 00 |
| 17, | 1 | 8 " | do. do. do. 1185 00 |
| 18, | 1 | 8 " | do. do. do. 1380 00 |
| 19, | 1 | 8 " | do. do. do. 1380 00 |
| 45 Car Stoves and Fixtures, | - | - | 400 00 |
| | | | <hr/> 11,879 55 |

FREIGHT CARS.

| | | | | | |
|---|---|---|---|---|------------------|
| 111 Long Box Cars, | - | - | - | - | \$51,948 00 |
| 10 Short " " | - | - | - | - | 1,950 00 |
| 132 Long Platform Cars, | - | - | - | - | 52,800 00 |
| 78 Short " | - | - | - | - | 14,430 00 |
| 50 Dumping Brick Cars, | - | - | - | - | 10,750 00 |
| 30 " Coal " | - | - | - | - | 7,920 00 |
| 30 " Gravel " | - | - | - | - | 2,100 00 |
| 10 Old Platform Short Cars, | - | - | - | - | 550 00 |
| 10 Cars for moving wood, | - | - | - | - | 270 00 |
| 24 " rails and sleepers, | - | - | - | - | 480 00 |
| 4 " moving stone, &c. | - | - | - | - | 100 00 |
| 1 Dump Car for grading, | - | - | - | - | 100 00 |
| 21 Hand Cars, | - | - | - | - | 1,365 00 |
| Side Boards for ice, coal and brick cars, | - | - | - | - | 400 00 |
| | | | | | <hr/> 145,163 00 |

RECAPITULATION.

| | | | | | |
|-----------------|---|---|-----------------|---|------------------|
| Locomotives, | - | - | - | - | \$188,450 00 |
| Passenger Cars, | - | - | 57,770 00 | | |
| Baggage Cars, | - | - | <hr/> 11,879 55 | | 69,649 55 |
| Freight Cars, | - | - | - | - | 145,163 00 |
| | | | | | <hr/> 403,262 55 |

SCHEDULE K.

SCHEDULE K.

Receipts from Passengers at each Depot and Station, monthly, for the Year ending May 31, 1856.

| | June. | July. | August. | Sept. | October. | November. | December. | January. | February. | March. | April. | May. | Total. |
|-------------------|----------|----------|-----------|----------|----------|-----------|-----------|----------|-----------|----------|----------|-----------|-----------|
| Boston, | 7,937.86 | 9,970.77 | 10,252.57 | 9,451.59 | 9,758.53 | 8,184.61 | 7,113.18 | 5,302.80 | 5,312.43 | 6,491.48 | 8,268.51 | 8,148.40 | 96,192.73 |
| Somerville, | 140.86 | 166.03 | 164.89 | 149.31 | 153.53 | 133.67 | 142.46 | 65.32 | 82.31 | 88.36 | 132.09 | 130.48 | 1,549.31 |
| Medford, | 421.43 | 415.76 | 387.12 | 396.45 | 472.25 | 390.06 | 376.34 | 245.96 | 338.62 | 403.01 | 410.49 | 410.49 | 4,557.37 |
| Malden, | 590.33 | 712.04 | 675.88 | 704.15 | 734.96 | 631.80 | 616.14 | 529.63 | 517.32 | 607.86 | 618.67 | 618.76 | 7,557.54 |
| Meirose, | 450.90 | 574.41 | 493.09 | 495.96 | 570.86 | 448.36 | 415.43 | 342.59 | 312.35 | 399.84 | 487.74 | 482.64 | 5,424.17 |
| Stoneham, | 431.14 | 599.92 | 490.37 | 482.13 | 490.25 | 470.15 | 450.95 | 397.05 | 404.51 | 441.95 | 538.21 | 538.21 | 5,533.46 |
| South Reading, | 622.06 | 793.13 | 795.07 | 675.39 | 834.70 | 651.79 | 560.39 | 433.48 | 478.07 | 674.97 | 694.63 | 634.96 | 7,575.92 |
| Reading, | 167.77 | 252.58 | 256.09 | 228.46 | 242.35 | 194.08 | 216.28 | 177.22 | 180.44 | 252.97 | 298.17 | 271.28 | 7,838.57 |
| Ballardvale, | 961.14 | 1,292.24 | 1,219.09 | 998.27 | 1,094.08 | 850.70 | 779.69 | 622.12 | 649.74 | 839.31 | 858.26 | 735.61 | 2,737.69 |
| Andover, | 1,317.95 | 1,510.09 | 1,501.27 | 1,729.62 | 1,170.46 | 1,136.84 | 1,276.24 | 962.89 | 892.97 | 1,041.75 | 1,282.63 | 1,039.17 | 10,900.25 |
| South Lawrence, | 1,281.89 | 1,675.45 | 1,557.03 | 1,583.65 | 1,976.20 | 1,185.03 | 1,362.84 | 1,043.68 | 1,035.17 | 1,296.35 | 1,700.74 | 1,857.22 | 14,861.88 |
| North Lawrence, | 232.87 | 259.47 | 285.69 | 330.86 | 283.88 | 240.12 | 214.90 | 187.45 | 144.34 | 201.21 | 239.54 | 241.78 | 2,862.21 |
| North Andover, | 199.45 | 414.95 | 355.41 | 333.11 | 271.64 | 227.17 | 252.17 | 184.67 | 222.12 | 213.34 | 292.59 | 286.99 | 3,254.23 |
| Bradford, | 1,629.88 | 1,906.27 | 1,881.78 | 1,942.07 | 1,916.93 | 1,456.15 | 1,4 | 1,382.53 | 1,471.70 | 1,584.71 | 1,827.92 | 1,789.06 | 20,229.51 |
| Haverhill, | 137.68 | 201.39 | 175.23 | 184.49 | 196.81 | 137.91 | 110.70 | 101.51 | 83.41 | 108.30 | 123.44 | 106.59 | 1,667.46 |
| Atkinson, | 98.36 | 114.75 | 118.60 | 144.83 | 118.12 | 138.30 | 80.36 | 88.84 | 70.90 | 137.08 | 123.12 | 113.52 | 1,346.78 |
| Plaistow, | 110.07 | 104.26 | 103.87 | 176.45 | 121.96 | 102.33 | 102.42 | 59.00 | 82.31 | 114.96 | 162.47 | 93.47 | 1,333.57 |
| Newton, | 195.68 | 175.56 | 202.61 | 222.04 | 206.64 | 195.33 | 188.17 | 163.53 | 148.93 | 233.74 | 266.26 | 205.17 | 2,463.66 |
| East Kingston, | 701.60 | 848.87 | 1,059.37 | 906.06 | 1,063.99 | 678.54 | 733.19 | 615.29 | 618.21 | 778.83 | 1,017.90 | 911.94 | 9,933.79 |
| Exeter, | 152.07 | 196.88 | 245.62 | 222.37 | 204.81 | 146.91 | 152.33 | 117.24 | 116.82 | 111.86 | 312.74 | 174.98 | 2,154.63 |
| South Newmarket, | 283.43 | 411.77 | 450.36 | 469.71 | 261.41 | 242.36 | 188.35 | 181.82 | 231.47 | 324.02 | 219.10 | 3,475.17 | |
| P. & C. Junction, | 468.17 | 559.88 | 613.62 | 674.41 | 535.90 | 443.24 | 555.43 | 422.37 | 275.57 | 461.95 | 509.46 | 486.88 | 6,087.88 |
| Newmarket, | 196.29 | 237.49 | 245.80 | 236.67 | 250.73 | 236.89 | 200.32 | 118.13 | 142.19 | 177.47 | 232.13 | 162.32 | 2,436.43 |
| Durham, | 1,614.32 | 1,741.27 | 1,679.47 | 1,602.81 | 1,261.51 | 1,187.86 | 1,138.73 | 960.16 | 1,361.93 | 1,462.09 | 1,444.19 | 16,676.74 | |

| | | | | | | | | | | | | | | |
|------------------|---|-----------|-----------|-----------|-----------|-----------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Great Falls, | . | 844.50 | 1,214.34 | 1,353.34 | 1,200.46 | 1,161.21 | 969.73 ^a | 903.68 | 764.33 | 698.65 | 1,122.63 | 1,124.43 | 986.83 | 12,344.13 |
| Salmon Falls, | . | 301.95 | 497.82 | 514.81 | 518.47 | 3:33.83 | 282.90 | 219.33 | 263.15 | 276.93 | 261.52 | 325.81 | 282.44 | 4,108.96 |
| S. B. Junction, | . | 23.38 | 59.35 | 36.84 | 34.08 | 35.00 | 33.97 | 12.68 | 24.27 | 12.89 | 31.01 | 37.42 | 34.16 | 375.05 |
| Lynnfield, | . | 55.42 | 74.51 | 59.84 | 57.70 | 64.66 | 48.08 | 54.76 | 41.26 | 34.92 | 44.77 | 52.13 | 65.87 | 653.92 |
| North Davvers, | . | 118.65 | 159.50 | 187.88 | 156.70 | 208.00 | 206.73 | 120.80 | 104.70 | 86.88 | 184.88 | 142.08 | 168.04 | 1,844.84 |
| Danvers Centre, | . | 38.42 | 49.12 | 34.37 | 36.70 | 45.90 | 46.15 | 45.30 | 30.57 | 29.30 | 46.77 | 43.60 | 37.70 | 483.90 |
| W. T. Plaisted, | . | 81.47 | 96.07 | 140.14 | 110.55 | 139.24 | 104.52 | 87.49 | 83.04 | 69.50 | 99.03 | 95.95 | 100.06 | 1,207.06 |
| A. W. Thompson, | . | 79.88 | 101.73 | 111.28 | 102.72 | 105.41 | 112.74 | 80.42 | 74.42 | 53.78 | 87.21 | 107.71 | 123.68 | 1,140.98 |
| Total, | | 21,494.97 | 27,260.72 | 27,671.21 | 26,615.55 | 26,635.35 | 21,608.32 | 20,295.05 | 16,330.04 | 15,892.60 | 20,068.13 | 24,412.94 | 23,220.06 | 271,564.94 |

SCHEDULE L.

Receipts from Passengers, monthly, at Treasurer's Office, Boston, to and from Connecting Railroads; and Rents, Mails,
&c., for Year ending May 31, 1856.

| Mouths. | S. Reading Branch. | S. & Lowell via W. Junction. | S. & Lowell via Davens R. | Manchester and Lawrence. | Concord R. R. | Trustees of C. & C. R. R. | Trustees of N. H. C. R. R. | Newburyport via Dauvers. | Contoocook Valley. | B., Concord and Montreal. |
|------------|-----------------------|---------------------------------|------------------------------|------------------------------|----------------------------|------------------------------|-------------------------------|------------------------------|-------------------------|-------------------------------|
| 1855—June, | 63 02 | 237 78 | 616 65 | 868 47 | 268 44 | 17 22 | 1,126 06 | 45 68 | 221 13 | |
| July, | 134 32 | 177 61 | 579 48 | 1,039 30 | 210 40 | 70 26 | 840 88 | 49 56 | 388 39 | |
| Aug. | 95 68 | 479 35 | 701 00 | 1,328 09 | 391 88 | 53 85 | 793 01 | 68 64 | 630 88 | |
| Sept. | 79 35 | 229 28 | 163 37 | 1,241 92 | 302 04 | 53 26 | 932 69 | 67 38 | 431 51 | |
| Oct. | 95 68 | 209 63 | 104 71 | 1,262 16 | 309 17 | 32 46 | 659 54 | 41 86 | 326 61 | |
| Nov. | 67 62 | 204 94 | 103 21 | 904 42 | 221 85 | 32 65 | 814 71 | 41 13 | 252 65 | |
| Dec. | 65 55 | 176 66 | 94 65 | 841 17 | 332 78 | 15 14 | 553 49 | 27 16 | 177 88 | |
| 1856—Jan. | 92 23 | 126 92 | 85 11 | 688 07 | 169 06 | 34 10 | 584 71 | 10 41 | 166 89 | |
| Feb. | 68 31 | 189 63 | 52 37 | 730 62 | 185 51 | 19 32 | 1,046 41 | 41 31 | 94 22 | |
| March, | 67 85 | 198 67 | 90 54 | 880 88 | 203 81 | 50 60 | 33 00 | 48 96 | 231 83 | |
| April, | 70 38 | 275 36 | 134 30 | 984 37 | 313 58 | 52 41 | 1,265 25 | 43 24 | 249 79 | |
| May, | 69 46 | 252 14 | 81 79 | 978 01 | 377 03 | 30 29 | 36 08 | 1,154 95 | 225 58 | |
| Total, | 969 45 | 2,757 97 | 2,807 18 | 11,747 48 | 3,346 55 | 176 48 | 404 58 | 10,493 02 | 519 32 | 3,400 36 |
| <hr/> | | | | | | | | | | |
| Mouths. | Northern R. R. | Passumpsic R. R. | Vermont Cen- tral. | Newburyport via Bradford. | Portsmouth and Concord. | Cocheco R. R. | Great Falls and Conway. | P. S. & P. (Way Tickets.) | P. S. & P. (Through) | Merrimac and Conn. Rivers. |
| 1855—June, | 79 64 | 40 04 | 71 94 | 255 75 | 375 44 | 724 11 | 263 76 | 882 35 | 7,356 01 | 99 68 |
| July, | 73 48 | 56 10 | 70 62 | 344 38 | 417 22 | 1,384 15 | 531 52 | 1,100 32 | 7,489 10 | 95 03 |
| Aug. | 83 16 | 63 58 | 79 42 | 400 61 | 416 79 | 9,295 06 | 579 56 | 1,369 20 | 9,717 72 | 76 52 |
| Sept. | 109 56 | 60 28 | 127 16 | 345 06 | 383 99 | 1,165 62 | 543 23 | 1,262 97 | 9,793 40 | 69 20 |
| Oct. | 108 68 | 71 94 | 113 30 | 259 13 | 245 41 | 726 00 | 412 29 | 1,016 68 | 10,763 25 | 44 28 |
| Nov. | 57 42 | 47 52 | 81 84 | 176 97 | 262 03 | 560 53 | 441 54 | 949 08 | 8,636 04 | 52 67 |
| Dec. | 55 54 | 37 84 | 72 60 | 163 14 | 213 96 | 488 69 | 368 70 | 708 48 | 6,566 60 | 45 88 |
| 1856—Jan. | 51 26 | 30 58 | 43 56 | 131 57 | 176 90 | 282 17 | 284 22 | 689 64 | 5,532 96 | 22 72 |
| Feb. | 32 56 | 33 44 | 40 95 | 104 80 | 165 00 | 274 02 | 269 73 | 549 10 | 4,937 62 | . |
| March, | 52 80 | 21 56 | 64 68 | 167 68 | 173 34 | 394 98 | 344 49 | 732 64 | 5,788 48 | . |
| April, | 86 02 | 52 14 | 83 82 | 256 20 | 272 79 | 398 84 | 480 22 | 1,013 41 | 8,137 33 | . |
| May, | 94 60 | 82 50 | 87 12 | 180 19 | 204 10 | 432 29 | 458 26 | 838 07 | 7,370 05 | . |
| Total, | 884 72 | 597 52 | 937 01 | 2,785 48 | 3,306 97 | 9,056 46 | 4,977 52 | 11,111 94 | 92,078 56 | 505 98 |

SCHEDULE L—(Continued.)

SCHEDULE M.

Receipts from Freight at each Depot and Station, monthly, for Year ending May 31st, 1856.

| | 1855. | | | | | | 1856. | | | | | | Total. |
|-----------------------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| | June. | July. | August. | Septemb'r. | October. | November. | December. | January. | February. | March. | April. | May. | |
| Boston, | 7,639.17 | 6,541.62 | 5,793.00 | 6,392.10 | 7,299.79 | 8,323.39 | 7,454.83 | 6,552.46 | 4,558.55 | 8,508.92 | 8,631.87 | 10,098.48 | 87,803.48 |
| Malden, | 65.43 | 99.13 | 46.48 | 486.11 | 275.13 | 347.59 | 37.35 | 40.15 | 153.01 | 56.40 | 119.76 | 439.96 | 2,164.70 |
| Melrose, | 149.56 | 28.62 | 37.67 | 53.99 | 161.78 | 232.84 | 73.98 | 70.65 | 67.96 | 24.90 | 229.77 | 108.20 | 1,239.92 |
| South Reading, | 108.05 | 350.25 | 278.80 | 303.99 | 278.74 | 361.44 | 191.72 | 119.02 | 165.88 | 97.16 | 246.38 | 336.02 | 2,837.45 |
| Reading, | 126.27 | 144.18 | 148.05 | 272.84 | 190.17 | 206.54 | 110.93 | 92.52 | 85.26 | 275.44 | 224.06 | 190.25 | 2,066.51 |
| Ballardale, | 550.28 | 142.31 | 191.85 | 146.37 | 123.24 | 121.41 | 254.97 | 89.14 | 139.99 | 244.41 | 157.55 | 142.67 | 2,314.23 |
| Andover, | 600.13 | 411.94 | 647.95 | 529.27 | 746.54 | 317.66 | 211.98 | 274.76 | 239.19 | 287.40 | 320.35 | 425.16 | 5,012.33 |
| North Lawrence, | 2,969.50 | 2,775.52 | 2,998.96 | 2,501.91 | 3,720.60 | 2,731.04 | 2,407.63 | 1,755.82 | 1,778.91 | 2,030.93 | 3,080.29 | 2,054.22 | 31,405.33 |
| North Andover, | 154.31 | 178.66 | 191.51 | 228.14 | 153.37 | 146.19 | 115.84 | 137.27 | 125.77 | 137.48 | 159.29 | 159.50 | 1,887.33 |
| Bradford, | 216.56 | 151.65 | 148.95 | 246.07 | 420.70 | 381.17 | 457.88 | 226.59 | 166.61 | 192.50 | 533.77 | 474.26 | 3,616.71 |
| Haverhill, | 2,151.84 | 2,167.50 | 2,237.73 | 1,783.10 | 2,295.93 | 1,519.70 | 1,315.08 | 1,831.91 | 1,491.42 | 2,156.19 | 2,339.59 | 2,335.16 | 23,565.15 |
| Plaistow, | 174.67 | 1,050.86 | 2,016.98 | 809.39 | 1,114.38 | 845.87 | 1,278.39 | 136.11 | 182.74 | 393.63 | 992.96 | 1,147.77 | 9,143.75 |
| Newton, | 172.78 | 139.45 | 122.23 | 110.03 | 116.75 | 181.54 | 147.15 | 127.63 | 134.92 | 149.23 | 199.09 | 173.35 | 1,774.15 |
| East Kingston, | 113.33 | 146.22 | 139.53 | 177.48 | 196.66 | 257.61 | 99.53 | 94.93 | 116.24 | 170.97 | 169.52 | 168.90 | 1,850.92 |
| Exeter, | 618.73 | 550.00 | 812.75 | 804.43 | 1,086.80 | 722.08 | 859.29 | 850.47 | 528.03 | 947.26 | 1,203.88 | 1,136.30 | 10,120.02 |
| South Newmarket, | 177.63 | 250.96 | 281.91 | 178.61 | 189.61 | 345.51 | 199.96 | 75.74 | 98.48 | 246.29 | 99.89 | 328.37 | 2,462.96 |
| P. & C. Junction, | 163.35 | 164.63 | 193.47 | 225.49 | 230.37 | 176.32 | 164.56 | 187.29 | 157.03 | 166.12 | 321.94 | 211.27 | 2,361.84 |
| Newmarket, | 272.96 | 246.95 | 277.69 | 265.37 | 352.92 | 323.10 | 167.60 | 173.72 | 171.78 | 236.26 | 324.65 | 307.01 | 3,125.31 |
| Durham, | 86.71 | 84.89 | 95.64 | 105.90 | 138.79 | 103.18 | 101.34 | 84.10 | 65.07 | 82.41 | 155.95 | 110.55 | 1,214.53 |
| Dover, | 955.26 | 723.31 | 838.25 | 805.31 | 916.10 | 774.66 | 951.85 | 1,222.76 | 10.26 | 1,161.72 | 1,360.85 | 1,271.21 | 12,007.52 |
| Great Falls, | 713.48 | 362.87 | 699.80 | 961.10 | 603.23 | 683.57 | 515.01 | 571.91 | 543.17 | 807.79 | 928.18 | 1,272.55 | 8,632.66 |
| Salmon Falls, | 266.40 | 397.01 | 164.99 | 300.72 | 351.85 | 309.46 | 352.55 | 424.65 | 364.21 | 695.93 | 661.65 | 616.10 | 4,906.52 |
| S. B. Junction, | 457.39 | 362.45 | 379.40 | 333.03 | 755.32 | 513.15 | 521.76 | 439.26 | 426.29 | 542.46 | 720.89 | 498.63 | 5,950.03 |
| Lynnfield, | 32.76 | 16.70 | 24.44 | 20.63 | 21.33 | 35.25 | 44.69 | 16.55 | 8.69 | 22.80 | 54.48 | 56.14 | 354.46 |
| North Danvers, | 147.53 | 125.70 | 247.72 | 265.29 | 339.07 | 307.06 | 276.71 | 286.98 | 250.63 | 320.80 | 460.00 | 410.75 | 3,438.24 |
| Total, | 19,084.08 | 17,603.38 | 18,015.79 | 18,316.67 | 22,018.47 | 20,277.33 | 18,312.58 | 15,888.39 | 13,046.07 | 19,952.90 | 23,696.61 | 25,072.78 | 231,295.05 |

SCHEDULE N.
*Receipts at Treasurer's Office, Boston, for Freight to and from Connecting Railroads, monthly, for the Year ending
May 31, 1856.*

| Months. | South Reading Branch. | S. & Lowell. | Manchester and Lawrence. | Concord R. R. | Trustees of N. H. C. R. R. | Newburyport. | Contoocook Valley. | Boston, Concord and Montreal. | Northern R. R. |
|---|--------------------------|--------------|-----------------------------|---------------|-------------------------------|--------------|-----------------------|----------------------------------|----------------|
| | | | | 233 49 | 782 76 | 115 27 | 915 93 | 150 45 | |
| 1855—June, July, August, September, October, November, | 8 63 | 251 82 | 1,296 79 | 25 72 | 1,060 93 | 131 15 | 852 18 | 205 55 | |
| | 5 80 | 105 54 | 1,120 40 | 441 18 | 734 28 | 145 76 | 1,055 18 | 23 02 | |
| | 26 56 | 288 78 | 1,863 82 | 334 44 | 80 23 | 649 04 | 107 52 | 1,145 54 | 57 48 |
| | 6 74 | 184 62 | 1,663 42 | 144 00 | 90 61 | 1,023 75 | 205 36 | 1,594 36 | 64 45 |
| | 3 51 | 305 59 | 1,563 59 | 222 36 | 160 16 | | | | |
| | . | 230 73 | 1,332 80 | 171 57 | 204 46 | 631 38 | 229 83 | 1,060 21 | 77 43 |
| 1856—December, January, February, March, April, May, | 235 13 | 1,273 74 | 202 77 | 130 30 | 603 43 | 124 79 | 941 69 | 49 44 | |
| | 286 53 | 1,273 42 | 213 79 | 82 72 | 662 33 | 110 42 | 882 77 | 26 60 | |
| | 1 30 | 234 70 | 1,410 30 | 225 14 | 121 93 | 757 23 | 127 99 | 857 11 | 38 15 |
| | 7 86 | 145 43 | 1,701 34 | 222 55 | 129 91 | 849 04 | 204 68 | 975 19 | 11 31 |
| | 4 55 | 142 06 | 1,714 04 | 353 13 | 207 20 | 909 43 | 195 43 | 1,211 65 | 54 41 |
| | 3 85 | 179 78 | 1,717 94 | 324 27 | 173 88 | 903 19 | 219 19 | 1,210 54 | 112 08 |
| Total, | 68 80 | 2,590 71 | 17,931 60 | 3,088 69 | 1,407 12 | 9,566 79 | 1,917 39 | 12,702 35 | 870 37 |

SCHEDULE N—(Continued.)

| Months. | Passumpsic R. R. | Portsmouth and Concord. | Vermont Central. | Cocheco R. R. | Great Falls and Conway. | Merrimac and Conn. Rivers. | Total Railroads. | Total from Railroads and Stations. |
|---|------------------|-------------------------|------------------|---------------|-------------------------|----------------------------|------------------------|------------------------------------|
| 1855—June, | | 124 25 | 951 94 | 483 87 | 172 43 | 139 68 | 5,627 31 | 24,711 39 |
| July, | 15 26 | 71 53 | 841 19 | 471 16 | 149 58 | 181 33 | 5,678 50 | 23,281 88 |
| August, | | 147 29 | 1,706 82 | 439 16 | 168 01 | 146 75 | 7,160 10 | 25,175 89 |
| September, | | 110 40 | 2,046 02 | 491 13 | 451 14 | 209 29 | 7,356 95 | 25,673 62 |
| October, | | 137 82 | 2,315 15 | 644 66 | 235 34 | 185 11 | 8,661 21 | 30,679 68 |
| November, | 2 87 | 102 11 | 2,349 94 | 729 26 | 184 19 | 187 33 | 7,494 11 | 27,771 44 |
| December, | 2 48 | 130 34 | 1,427 87 | 497 78 | 249 77 | 182 58 | 6,052 11 | 24,364 69 |
| 1856—January, | 3 33 | 136 61 | 1,179 82 | 597 73 | 327 58 | 108 03 | 5,891 68 | 21,780 07 |
| February, | | 127 56 | 1,332 96 | 381 69 | 489 34 | 126 61 | 6,232 01 | 19,278 08 |
| March, | 40 84 | 81 89 | 1,231 18 | 730 16 | 522 54 | 154 74 | 7,008 66 | 26,961 56 |
| April, | 2 68 | 220 37 | 1,018 68 | 623 83 | 540 43 | 190 50 | 7,388 39 | 31,085 00 |
| May, | 3 29 | 214 94 | 1,257 37 | 1,066 84 | 638 58 | 283 26 | 8,319 00 | 33,391 78 |
| Total, | 70 75 | 1,665 11 | 17,658 94 | 7,157 27 | 4,128 93 | 2,105 21 | 82,870 03 | 314,155 08 |
| Use of Methuen Branch and "Quintuple Agreement," 10,277 79; Miscellaneous, 693 34, Defalcation of Mr. Fowle, - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | 10,971 13 4,234 58 | - - - - - |
| Allowed Eastern Railroad on Division account, | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | 329,360 79 1,104 58 | - - - - - |
| Total Freight, - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | 328,256 21 | - - - - - |
| Passengers, Rents, Mails, &c., as per Schedule L, - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | 563,785 74 | - - - - - |
| Total Earnings for Year ending May 31, 1856, - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | 891,041 95 | - - - - - |

SCHEDULE O.

*Statement of Free Passengers from adoption of New Rules,
January 2, 1856, to May 31, 1856.*

| | Jan. | Feb. | Mar. | Apr. | May. | Total. |
|---|------|------|------|------|------|--------|
| Employees B. & M. R. R., on business, - - - | 1792 | 1396 | 1521 | 1538 | 1829 | 8076 |
| Officers and Directors B. & M. R. R., and families, - - - - - | 133 | 115 | 135 | 169 | 220 | 772 |
| Officers and Directors Connecting Roads, - - - | 584 | 561 | 672 | 671 | 708 | 3196 |
| Contract, - - - - - | 86 | 75 | 97 | 102 | 121 | 481 |
| Charity, - - - - - | 32 | 22 | 32 | 39 | 23 | 148 |
| Complimentary, - - - - - | 74 | 67 | 60 | 60 | 44 | 305 |
| Total, - - - - - | 2701 | 2236 | 2517 | 2579 | 2945 | 12,978 |

SCHEDULE P.

Statement of Notes Receivable, owned by Boston and Maine Railroad, May 31, 1856.

| | | |
|--|----------|-------------|
| Great Falls and Conway Railroad note, due Dec. | 1, 1850, | \$4,236 97 |
| " " " " Sept. 1, 1850, | 1,027 24 | |
| " " " " Feb. 1, 1853, | 2,189 52 | |
| " " " " Dec. 15, 1853, | 3,708 22 | |
| " " " " March 1, 1854, | 1,375 09 | |
| " " " " Sept. 1, 1854, | 2,230 13 | |
| " " " " March 1, 1855, | 1,388 77 | |
| | | \$16,155 94 |

We hold as collateral security their Bonds guaranteed by Eastern Railroad in New Hampshire, for \$20,000.

| | |
|--|--------------|
| Note signed by James W. Emery, A.W. Haven, H. D. Walker, N. Bachelder, J.W. Peirce and W. Plumer, due May 27, 1856, | 5,000 00 |
| Note, signed by the same, - - - due Apr. 27, 1856, | 5,105 33 |
| Cocheco Railroad Note, - - - due Sep. 10, 1855, | 4,477 40 |
| Newburyport Railroad Note, due Jan. 1, 1854, | \$15,750 00 |
| Endorsed | 5,357 15 |
| | ————— |
| " " " Due June 1, 1854, | \$10,650 00 |
| Endorsed | 5,193 50 |
| | ————— |
| " " " Due Sept. 26, 1857, | *\$44,696 20 |
| | ————— |

For these we hold as collateral security \$108,000 in Newburyport Railroad Bonds, and a Note of Danvers Railroad, on demand, for \$3,477 27.

| | | |
|--|-------|-------------|
| Edward Lamb & Bro., Note, due Sept. 29, 1855, | - - - | 681 85 |
| Four Notes signed George & Co., \$125 each, due in three, six, nine, and twelve months, from March 1, 1855, | - - - | 500 00 |
| | | ————— |
| | | \$92,466 07 |

* It is agreed that if the interest on these is promptly paid semi-annually, the principal shall not be called for until September 26, 1857; otherwise the principal is due on demand.

BOSTON, August 1st, 1856.

To the President of the Boston and Maine Railroad:

Sir,—In obedience to your instructions I have made a monthly examination of the Treasurer's accounts, for the year ending May 31st, 1856.

I have carefully compared the payments made by him, and to him, with his vouchers therefor, and have found the same to agree with the amounts entered; have found them properly certified and approved, the whole correctly computed, and showing a balance to the Treasurer's debit, on the first day of June, 1856, of \$23,997 91, after paying the May Pay Rolls and Bills, and closing the books for the year.

Very Respectfully,

J. S. EATON.

